

### **3.1.4 Roadway/Rail Grade Crossings**

The roadway/rail at-grade crossing at Johnson Street will be permanently closed. As part of this Project, an Americans with Disabilities Act (ADA) compliant pedestrian bridge will be constructed to replace this existing roadway/rail at-grade crossing at Johnson Street and to provide pedestrian access between the Elmwood/Pinewood Cemetery and NC Music Factory Boulevard.

Between Johnson Street and the ADM Mill, the Project will construct a roadway bridge over the trench to provide access to the ADM bulk load-out plant and to the properties currently accessed by Johnson Street. This bridge will replace two existing roadway/rail at-grade crossings in this area: Johnson Street (public) and Giant Cement (private). Project final design will include details on the revised vehicular access to the parcels that currently have access from Johnson Street.

NCDOT will request from NS that a temporary roadway/rail at-grade crossing be installed at West 9th Street to allow construction traffic to cross the NS Mainline tracks and access the Project area. This temporary crossing will have flagging protection and be signed to restrict it for temporary construction traffic use only. The temporary opening of the West 9th Street roadway/rail at-grade crossing is subject to final agreement with NS. After Project construction the temporary crossing at West 9th Street would be closed.

The existing private at-grade crossing at West 10th Street will continue to be used by ADM as described in Section 3.1.3 above. If a temporary West 9th Street roadway/rail at-grade crossing is constructed, ADM trucks that are proposed to use the West 10th Street private at-grade crossing could be directed to use the temporary West 9th Street at-grade crossing until the Project is completed. Once the Project is completed, all ADM trucks will use NC Music Factory Boulevard to access the bulk load-out plant, and no longer use West 10th Street. In either scenario, NCDOT's request will be to convert West 10th Street to a private pedestrian-only crossing once Project construction is completed.

The roadway/rail at-grade crossing at North Church Street will be permanently closed. Modifications will be made to North Church Street to allow truck access to businesses on the south side of the closed roadway/rail at-grade crossing. Wadsworth Place will be extended between North Tryon Street and North Church Street to provide truck access to businesses on the north side of the closed roadway/rail at-grade crossing.

### **3.2 ALTERNATIVES ELIMINATED FROM FURTHER CONSIDERATION**

Other alternatives were considered, but eliminated from further study. A No-Build Alternative was considered, but was eliminated since it will not meet the Project purpose and need.

Other grade separation alternatives were considered, including elevating the NS Mainline over CSXT SF Line, elevating the CSXT SF Line over NS Mainline, and lowering the NS Mainline under the CSXT SF Line. NCDOT determined that these three grade separation alternatives will be more costly to construct and will have greater environmental impacts when compared to